

TRANSPORTATION CONTROL MEASURES

*An analysis of potential Transportation Control Measures
for implementation in the Pennsylvania portion of the
DVRPC region*



May 1994

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia in Pennsylvania and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions among the Office of the Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning, Regional Information Services Center, which includes the Office of Regional Planning, and Finance and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.



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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

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Clean Air Act Amendments of 1990, Transportation Control Measures, State Implementation Plan, test scenarios, Travel Demand Management Evaluation Model, Post-Processor for Air Quality, sketch planning techniques, emissions reduction, cost-effectiveness

ABSTRACT

This report presents the results of COMSIS' evaluation of thirty-seven Transportation Control Measures for implementation in the Pennsylvania portion of the DVRPC region. COMSIS used its own Travel Demand Management Evaluation Model, DVRPC's regional travel simulation model, MOBILE5a, Garmen Associates' Post-Processor for Air Quality, and sketch planning techniques to estimate the changes in travel (work travel, total travel, and VMT) and emissions (VOCs, CO, and NO_x) that would result if each measure were implemented. The costs and cost-effectiveness of implementing and operating each measure were also calculated.

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Executive Summary

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INTRODUCTION

The Clean Air Act Amendments of 1990 require severe and above ozone nonattainment areas, such as the Philadelphia Region, to implement Transportation Control Measures (TCMs) to help reduce emissions from highway vehicles. In anticipation of including TCMs in upcoming State Implementation Plan (SIP) revisions, the Pennsylvania Department of Transportation retained COMSIS, a transportation consultant, to assist DVRPC in specifying potential TCMs and analyzing their effects on trip making, travel, and emissions. This report presents the results of COMSIS' analysis.

Thirty-seven potential TCMs, or *test scenarios*, were evaluated. The test scenarios are not actual projects, but rather representative applications of the various broad categories of TCMs. Since this analysis was being performed in preparation for Pennsylvania's SIP revisions, the scenarios were limited to the Pennsylvania portion of the DVRPC region. In addition, the analysis focuses primarily on projects that could provide a substantial portion of their emissions reduction benefits by 1996 — the year by which a 15% reduction in VOCs must be achieved.

COMSIS used its own Travel Demand Management Evaluation Model, DVRPC's regional travel simulation model, MOBILE5a,

Garmen Associates' Post-Processor for Air Quality, sketch planning techniques, and various combinations of these methods to estimate the changes in travel (work travel, total travel, and VMT) and emissions (VOCs, CO, and NO_x) that would result in the five-county Pennsylvania region if each measure were implemented. The costs and cost-effectiveness of implementing and operating each measure were also calculated.

RESULTS AND CONCLUSIONS

Table 1 (Page 3) lists all of the scenarios that were tested and ranks them according to their annual emissions reduction. Their corresponding cost-effectiveness ranking is also provided. The analysis clearly reveals that certain types of strategies are more effective than others. Of the 37 strategies tested, the pricing measures (gas tax, VMT tax, regional parking charge, and parking tax in the CBD) show the most emissions reduction potential and are the most cost-effective (in fact, these strategies are revenue-producing). Also exhibiting high emissions reduction potential and cost-effectiveness are the ETRP and related strategies, educational efforts, and low-emission vehicles/fuels. Transit capital improvements, such as rail service extensions and restorations, have the lowest emission reduction potential and the lowest near-term cost-effectiveness. The analysis highlights various types of strategies



that could be classified as moderately effective, including bicycle improvements, advanced signal system improvements, ramp metering, limits on new parking facilities, and removing pre-1980 vehicles. Figure 1 illustrates the range of cost-effectiveness for the different types of strategies.

The ease of implementing the different emission reduction strategies will vary greatly. Strategies that require state initiation or legislative action, or that will spur public opposition, will be the most time-consuming and difficult to implement. Pricing strategies and technological measures, which are the most effective strategies, along with many strategies that require behavioral change, fall into this category. Projects that can be carried out at the regional level, such as transit improvements, bicycle improvements, selected measures to reduce traffic congestion and delay, financial support for ridesharing and other transportation demand management programs, and educational programs, will be much easier to implement.

DVRPC's role in project implementation will depend on strategy type. For strategies that are the State's responsibility, DVRPC's role may be limited to adopting a resolution of endorsement or support. For strategies that can be initiated at the regional level, DVRPC will be actively

involved in transforming the test scenarios into actual projects, building consensus for the projects, and carrying them through the planning and programming process.

The figures presented in this report are only *estimates*; they should not be considered precise *measurements*. The analytical methods used in the study are not perfect and assumptions must be made frequently throughout the process. The estimates should be used to gauge the relative effectiveness of the different types of strategies and serve as an indicator of the emissions reduction potential for a class of TCMs. In addition, when comparing the effectiveness of the measures, it is important to be familiar with the project definition and scope that is provided in Section 2. The test scenarios differ in scale and are not always directly comparable. Some of the sample applications are applied region-wide and have greater potential for impact than do those which are more localized.

The TCM analysis provides a valuable base of information with which to form policy recommendations that will guide the content of future SIPs, Transportation Improvement Programs, Transportation Plans, and Work Programs. □

Figure 1
Ranges of Cost-Effectiveness

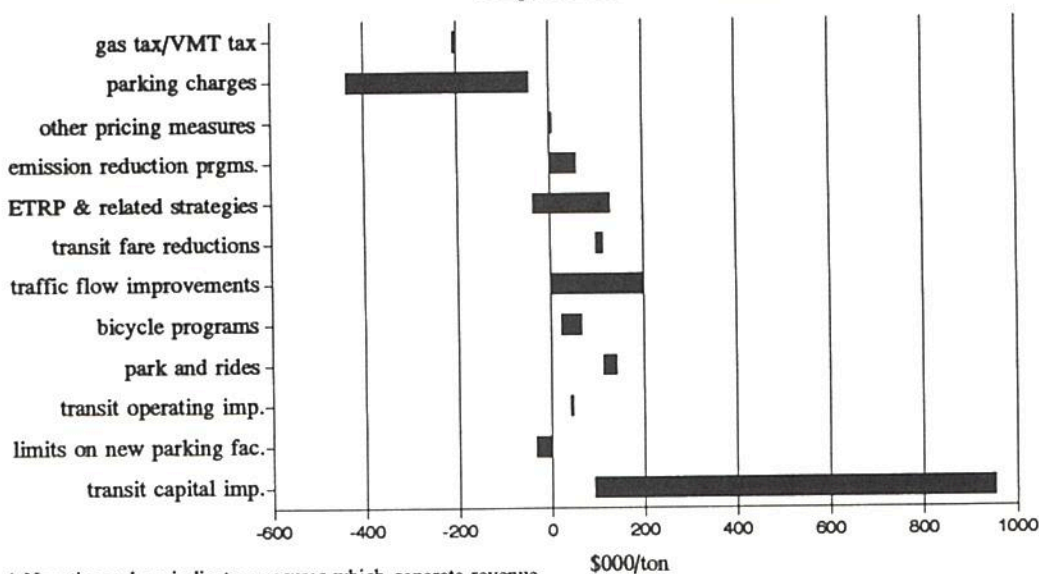




Table 1
Test Scenarios Ranked in Order of Emissions Reduction
with Corresponding Cost-Effectiveness Ranking

ID #	Test Scenario	Rank of TCMs Sorted by Total Emissions Reduction	Rank of TCMs Based on Cost- Effectiveness	Change in Annual Total Emissions (tons) (a)
35	\$.84 per gallon gas tax	1	2	-3486
36	\$.04 per vehicle mile travelled tax	2	3	-3486
31	Removal of 50% of pre-1980 vehicles	3	21	-1863
24	\$3 parking surcharge paid by all regional employees	4	1	-1100
17	Implementation of PA ETRP (all APO targets reached)	5	5	-998
32	Reduction in cold starts	6	9	-402
33	California cars	7	13	-341
20	Telecommuting	8	15	-317
25	\$3 parking tax in Philadelphia CBD	9	4	-301
11	50% system-wide transit fare reduction	10	27	-289
5	Enforce 55 mph speed limit on PA Turnpike	11	14	-201
30	Bike captures 5% of non-work trips \leq 5 miles	12	17	-169
18	Comprehensive regional ridesharing program	13	12	-156
21	Compressed work weeks (9/80)	14	7	-119
10	20% system-wide transit fare reduction	15	24	-115
34	Feebate on new car purchase	16	11	-114
4	Ramp metering	17	10	-112
28	Bike captures 5% of auto work trips \leq 5 miles	18	20	-98
1	Advanced signal system on 4-lane arterials	19	16	-77
27	Expand parking at rail stations	20	28	-75
19	\$25 TransitChek	21	31	-65
9	10% system-wide transit fare reduction	22	25	-56
15	Improve City Transit Division service	23	18	-46
12	Improve suburban bus service	24	19	-42



ID #	Test Scenario	Rank of TCMs Sorted by Total Emissions Reduction	Rank of TCMs Based on Cost- Effectiveness	Change in Annual Total Emissions (tons) (a)
23	Limit parking facilities at new suburban employment sites	25	6	-41
3	CIMS on interstate system	26	33	-39
26	New park and ride lots along highways	27	32	-35
2	Advanced signal system in Philadelphia CBD	28	30	-16
8	Improvement to express service on regional rail lines	29	26	-11
16	Philadelphia to Harrisburg rail service improvements	30	34	-10
13	Apply "Transit-First" in Philadelphia CBD	31	29	-9
6	Restoration of service on regional rail lines	32	35	-8
14	Reuse surplus LRVs on bus routes in Philadelphia	33	23	-4
37	Facility pricing (double turnpike tolls during peak periods)	34	8	-2
29	Bike captures 5% of access trips ≤ 5 miles for work purposes to 14 rail stations	35	22	-1
7	Extension of Route 66 trackless trolley	36	36	-1
22	Prohibit new parking facilities in Center City	37	37	Negligible Impact

(a) Total Emissions = VOC + NO_x



DELAWARE VALLEY
REGIONAL PLANNING COMMISSION

This report was written by the Delaware Valley Regional Planning Commission under contract to the Pennsylvania Department of Transportation.

May 1994



1 INTRODUCTION

In anticipation of including Transportation Control Measures (TCMs) in Pennsylvania's 15% State Implementation Plan (SIP) revision due on November 15, 1993, the Pennsylvania Department of Transportation retained COMSIS, a transportation consultant, to assist DVRPC in specifying potential TCMs and analyzing their effects on trip making, travel, and emissions. This report presents the results of COMSIS' analysis.

The potential TCMs, or *test scenarios*, that were evaluated were suggested by a series of *white papers* completed by DVRPC in 1992. The white papers examined the broad TCM categories specifically listed in the 1990 Clean Air Act Amendments and considered their applicability to the Delaware Valley region. To evaluate the potential of the measures for reducing emissions, it was necessary to represent each TCM category by one or more test scenarios. The test scenarios enable the desired TCM application to be described in enough detail to make calculating its travel and emissions impacts possible.

The list of scenarios that developed from the white papers was supplemented and refined by COMSIS and the TCM Working Group of the CMAQ Subcommittee of the Regional Transportation Committee to ensure that a comprehensive set of measures was represented. In all, 37 scenarios were identified for testing. Since this analysis was being performed in preparation for Pennsylvania's SIP revision, the scenarios were limited to the Pennsylvania portion of the DVRPC region. In addition, the analysis primarily focused on projects that could provide a substantial portion of their emission reduction benefits by 1996 — the year by which the 15% reduction in VOCs must be achieved. The test scenarios are listed in Table 2.

COMSIS used its own Travel Demand Management (TDM) Evaluation Model, DVRPC's regional travel simulation model, MOBILE 5a, Garmen Associates' Post-Processor for Air Quality (PPAQ), sketch planning techniques, and various combinations of these methods to estimate the changes in travel (work travel, total travel, and VMT) and emissions (VOCs, CO, and NO_x) that would result in the five-county Pennsylvania region if each measure were implemented. The costs and cost-effectiveness of implementing and operating each measure were also calculated.

An important point to keep in mind is that the scenarios that were tested are not actual projects, but rather representative applications of the various categories of TCMs. In addition, the figures presented in this report are only *estimates*; they should not be considered precise *measurements*. The analytical methods used in the study are not perfect and assumptions are made frequently throughout the process. The figures should be used to gauge the relative effectiveness of the different types of strategies and serve as an indicator of the emissions reduction potential for a class of TCMs. Even though it has been since determined that TCMs will not be needed in the 15% SIP, knowing which types of strategies are likely to have significant emissions impacts and are cost-effective will contribute to the development of meaningful and effective projects that will be incorporated into future SIP revisions.



Section 2 of the report presents worksheets for each test scenario. The worksheets include a description of the measure and brief explanations of the travel, emissions, and cost analyses. Section 3 contains the results of the analysis in the form of summary tables and graphs. Policy implications and directions are discussed in Section 4. Detailed descriptions of the COMSIS TDM Model, the sketch planning techniques, and the PPAQ parameters, and a listing of the reports used for background information are found in the appendices.

Table 2
Transportation Control Measures
Scenarios for Testing in 1993

TRAFFIC FLOW IMPROVEMENTS	
1	Advanced signal system improvements on four-lane arterials with the highest peak volumes
2	Advanced signal system improvements — Comprehensive system for Philadelphia CBD
3	Congestion and incident management systems on interstates within Philadelphia and the four suburban counties
4	Ramp metering
5	Enforce adherence to 55 mph speed limit on freeways
TRANSIT OPERATIONS	
6	Restoration of service on regional rail lines
7	Extension of the Route 66 trackless trolley
8	Improvement to express services on regional rail lines
9	System-wide fare reductions of 10% from current levels
10	System-wide fare reductions of 20% from current levels
11	System-wide fare reductions of 50% from current levels
12	Improve suburban bus service
13	Application of "transit first" principles to selected bus and light rail lines in Philadelphia
14	Reuse of surplus light rail vehicles and trackless trolleys on bus routes in Philadelphia
15	Improve City Transit Division service
16	Philadelphia to Harrisburg rail service improvements
TRANSPORTATION MANAGEMENT PLANS	
17	Implementation of the PA Employer Trip Reduction Program (all APO targets reached)
18	Comprehensive regional ridesharing program
19	Availability and promotion of \$25 TransitChek



Table 2 (continued)

20	Telecommuting
21	Compressed work weeks (9/80)
PARKING MANAGEMENT	
22	Prohibit new construction of parking facilities in Center City Philadelphia
23	Limit parking facilities at new suburban employment sites
24	\$3 parking surcharge paid by all regional employees arriving in private vehicles
25	\$3 parking tax in the Philadelphia CBD with the rate based on time of day
26	Construct new park-and-ride lots along highways
27	Expand parking at rail stations
NON-MOTORIZED PROGRAMS AND FACILITIES	
28	Comprehensive bicycle improvements in the region that would capture 5% of auto work trips with a length of 5 miles or less
29	Comprehensive bicycle improvements in the region that would capture 5% of access trips of 5 miles or less for work purposes to 14 selected rail stations
30	Comprehensive bicycle improvements in the region that would capture 5% of non work trips with a length of 5 miles or less
EMISSIONS REDUCTION PROGRAMS	
31	Removal of 50% of pre-1980 vehicles
32	Reduction in cold starts
33	California cars
PRICING MECHANISMS	
34	Feebate on purchase of new car
35	Comprehensive gas tax of \$.84 per gallon
36	\$.04 per vehicle mile travelled tax
37	Facility pricing (double Turnpike tolls during peak periods)



2 WORKSHEETS

The purpose of the worksheets is to provide brief yet detailed descriptions of each potential TCM along with documentation on how its impacts were analyzed. Each worksheet is divided into three sections — definition, travel and emissions analysis, and cost methodology.

The worksheets evolved over the course of the study. Initially, they were used for discussion purposes in review committee meetings in an effort to more clearly define each test scenario. As part of this on-going process, the worksheets alternated between DVRPC and COMSIS for clarification and refinement. DVRPC mainly contributed to the definition section, while COMSIS was responsible for the emissions analysis and cost sections. In their final form, the worksheets include enough information to understand the intent of each measure and the rationale behind its analysis.

**1****ADVANCED SIGNAL SYSTEM IMPROVEMENTS ON FOUR-LANE ARTERIALS WITH THE HIGHEST PEAK VOLUMES****Definition:**

The purpose of this TCM is to improve flow on congested arterials through improved signalization. Improved signal systems would be introduced on the 50 most congested miles of 4-lane arterials in the region.

Specific facilities targeted for these treatments are:

Broad St./PA 611/PA 291 from US 1/Roosevelt Blvd. to I-95 (11 miles)

US 1/Roosevelt Blvd. from Broad St./PA 611 to I-276/PA TNPK (15 miles)

US 1/City Line Ave. from I-76 to PA 320 (11 miles)

PA 3/West Chester Pike from I-476 to Cobbs Creek Parkway, and Walnut St./Chestnut St. from Cobbs Creek Parkway to the Schuylkill River (11 miles)

Travel and Emissions Analysis:

This TCM's impact was judged to be purely in the improvement of flow conditions resulting in higher average speeds which equate to lower rates of vehicle emissions. There was assumed to be no substantive impact through these improvements on modal split or trip generation. However, allowance was made for differences in trip length and VMT resulting from route shifting due to improved speeds on affected routes.

Based on conversations with local operations staff, and subsequent discussions between COMSIS and DVRPC staff, it was concluded that the types of improvements defined under this TCM would result in an average increase in speeds of 10% on all affected links as well as a 10% increase in capacities. COMSIS created link update records reflecting these improvements and sent the file to DVRPC for network modification and assignment.

DVRPC ran a network update and traffic assignment using the base 1996 vehicle trips and the modified 1996 no-build network. Results of the assignment were sent to COMSIS for calculation of emissions impacts using PPAQ.

**Cost Methodology:**

The public cost would consist of both a capital component and an operating/maintenance component. The capital cost assumed four signalized intersections per mile at a cost of \$50,000 each. This capital cost would be incurred to upgrade existing traffic signals. The improvements were assumed to have a ten-year life. An 8% discount rate was used to calculate an annual cost. The operating/maintenance cost per traffic signal was assumed to be \$1,500.



2

ADVANCED SIGNAL SYSTEM IMPROVEMENTS — COMPREHENSIVE SYSTEM FOR PHILADELPHIA CBD

Definition:

This TCM would attempt to improve traffic flow operations in the Philadelphia CBD through improved signalization and flow channelization. The effects would be to reduce delay and increase speeds, thereby reducing emissions.

The following street system is affected by this plan:

Delaware Ave. to 40th Street
Spring Garden to South Street

Travel and Emissions Analysis:

As with TCM 1, the impact of this TCM was adjudged to be in improved speeds through less queuing and delay. Following discussions with DVRPC, City of Philadelphia, and PennDOT staff, it was decided that these improvements would result in roughly a 6.5% increase in link speeds.

DVRPC first identified locations for improved signal systems installation from the Center City Signal Improvement Project Feasibility Study. COMSIS then used "CBD" area type and "Philadelphia" jurisdiction identifiers to select the affected roadway links. COMSIS created link update records reflecting improvements in speed and capacity as a result of reduction in delays and time required to traverse these links.

The link updates were sent to DVRPC for network update and traffic assignment using the 1996 base vehicle trip table. The revised assignment was then sent to COMSIS for calculation of emissions effects using PPAQ.

Cost Methodology:

This element included both the Stage I and Stage II of the Center City Traffic System. The capital costs were taken from the FY 1994 - 1999 Transportation Improvement Program (TIP). There would be no additional operation/maintenance costs associated with these improvements.



3

CONGESTION AND INCIDENT MANAGEMENT SYSTEMS ON INTERSTATES WITHIN PHILADELPHIA AND THE FOUR SUBURBAN COUNTIES**Definition:**

This TCM would aim to reduce the "catastrophic" delay caused by major traffic stoppages, or incidents, caused by accidents or breakdowns. This random type of system failure in an already-congested highway system produces major -- but unpredictable -- delays. An Incident Management system attempts to rapidly identify these incidents and alleviate them through: (a) a high state of readiness which removes obstructions and (b) traveler information which suggests routing alternatives.

In preliminary research, it was determined that PennDOT's Traffic and Incident Management System (TIMS) program is targeting the 115 miles of interstate roads that serve the five-county Philadelphia region for incident management treatment. The systems likely to be in place by 1996 are:

I-476: 357 detectors and 8 CCTV cameras;

I-95: 4 changeable message signs and 12 CCTV cameras;

I-676: 7 CCTV cameras, 3 changeable message signs, 4 detectors, and a Control Center.

(Note: Ramp Meters are considered separately from TIMS in the next TCM.)

Travel and Emissions Analysis:

A methodology was developed to approximate the effect incident management would have on system performance. This methodology consisted of the following assumptions:

- It was reasoned that incidents are responsible for over 50% of delay on freeways. An estimate was then made of the percentage of that delay that might be eliminated through incident management -- again 50%. The effect on system performance was then estimated to be:

Uncongested freeway speed:	60 mph	1.0 min/mile
DVRPC base freeway speed:	33.3 mph	1.8 min/mile
Total delay:		0.8 min/mile



Delay due to incidents (50%):	0.4 min/mile
50% reduction in incident delay:	0.2 min/mile
New delay:	0.6 min/mile

New base freeway speed:	37.5 mph	1.6 min/mile
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Net change in speed: +4.2 mph

- Comparing this estimate with freeway speeds on the DVRPC network, it was concluded that this estimate was of a reasonable order of magnitude, and a net increase in speed of 5% was agreed to.
- Specific freeway and ramp locations where TIMS would be implemented were identified by DVRPC. Speed and capacity changes were then made by COMSIS and a file of link update records was transmitted to DVRPC for network update and traffic assignment using the base 1996 vehicle trip table. The assignment results were transmitted to COMSIS for calculation of emissions effects using PPAQ.

Cost Methodology:

There are four projects included in this element. Two of the projects are already part of the 1994 - 1996 Transportation Improvement Program and the remaining two projects are contained in the 1992 JHK study. The capital costs of \$31,720,000 were obtained from these sources and assumed to have a ten-year useful life for calculation of annual capital costs. An 8% discount rate was used in the annual cost calculation. Annual operations/maintenance costs were assumed to be 10% of total capital costs.



4

RAMP METERING**Definition:**

This TCM would attempt to improve flow on major limited access facilities by "metering" access of entering traffic so as to not disrupt the delicate flow balance of traffic levels that are approaching capacity conditions. 17 ramp locations in the region would be metered to pace entry of mixed traffic.

Preliminary research indicated that the following ramp meters identified in PennDOT's TIMS program would be in place by 1996:

I-476 - 16 ramp meters

I-676 - 1 ramp meter

Travel and Emissions Analysis:

This TCM's impact was judged to be purely in the improvement of flow conditions resulting in higher average speeds, which equate to lower rates of vehicle emissions. There was assumed to be no substantive impact through these improvements on modal split or trip generation. However, allowance was made for differences in trip length and VMT resulting from route shifting due to improved speeds on affected routes.

Based on conversations with local operations staff, and subsequent discussions between COMSIS and DVRPC staff, it was concluded that the type of improvements defined under this TCM would result in an average increase in speeds of 6 mph on the freeway links adjoining the ramps that are planned to be metered. Initially, consideration was given to quantifying the effects of HOV bypass of the ramp meters. This was not done due to the fact that ramps are not explicitly coded in the DVRPC network.

COMSIS created link update records reflecting these improvements and sent the file to DVRPC for network modification and assignment. DVRPC ran a network update and traffic assignment using the base 1996 vehicle trips and the modified 1996 no-build network. Results of the assignment were sent to COMSIS for calculation of emissions impacts using PPAQ.

Cost Methodology:

The ramp metering interchanges are included in the larger PennDOT TIMS project. For TCM comparison purposes, each of the 17 ramps to be metered was assumed to cost \$50,000. In



addition, a \$1 million enhancement and expansion of the present centralized control system would be required. The annual operations and maintenance cost of \$1500 per ramp was assumed. Capital costs are amortized over a ten-year period using an 8% discount rate.



5

ENFORCE ADHERENCE TO 55 MPH SPEED LIMIT ON FREEWAYS

Definition:

Emissions are very sensitive to vehicle speed. Vehicles exceeding 55 mph are generating considerably more emissions than those travelling at the speed limit. This TCM would try to increase adherence to the 55 mph limit through increased enforcement, with the objective of attaining 85% adherence.

This measure was restricted in definition to apply only to the Pennsylvania Turnpike, where it appears that speeds regularly exceed 55 mph at all times of day (whereas on other Class 1 facilities, speeds may not exceed 55 during peak periods). Therefore, this measure has been applied to the PA Turnpike only as a "demonstration" project.

Analysis:

For this analysis it was presumed that the current average speeds on the Pennsylvania Turnpike (all segments within the DVRPC region) are 65 mph, and that under increased enforcement, 85% would adhere to 55 mph (remainder at 65 mph), resulting in a new average speed of 56 mph.

No new assignment runs reflecting these altered speeds were made. Instead, these new speeds for the turnpike links were adjusted directly within PPAQ and revised regional emissions calculated directly from the change in speeds.

Cost Methodology:

This measure increases enforcement of the 55 miles per hour speed limit on 192 directional (total one-way) miles of the Pennsylvania Turnpike. It was assumed that one trooper would be required for each ten directional miles, thereby requiring 19.2 troopers. The annual cost for the trooper and the cruiser was estimated to be \$100,000. In addition, there would be an annual campaign costing \$500,000 to inform the public of the added speed limit enforcement and the higher emissions caused by excessive speeds. There is no revenue assumed in this analysis, since the additional citations are offset by increased cost of adjudication.



6

RESTORATION OF SERVICE ON REGIONAL RAIL LINES**Definition:**

SEPTA has an extensive system of rail lines throughout the region. Service has been terminated on some of these lines or segments in the recent past due to low ridership and cost considerations. This TCM attempts to increase regional transit utilization by restoring rail service on several of these prior routes.

The lines targeted for restoration of service by 1996 are:

R3-Elwyn to Wawa
R6-Cynwyd to Ivy Ridge
R8-Fox Chase to Newtown

Travel and Emissions Analysis:

To quantify the travel impacts related to these service adjustments, it was assumed that service levels on the restored portions would be the same as those on the currently active portions.

These changes in service were made by DVRPC in the regional travel network and the ridership effects calculated through the regional mode choice model. DVRPC then performed a new regional assignment, and transmitted the assignment results to COMSIS for emissions estimation with PPAQ.

Cost Methodology:

The restoration of regional rail lines by 1996 assumed that the infrastructure (track, electrical substations, stations/platforms, and parking areas) would require a capital investment of \$45 million to permit operations once again. In addition, rail vehicles were assumed to be available, since, in 1991 there was a 24% commuter rail spare ratio. Also, it is assumed that operating and maintenance costs would be slightly higher than the rail system average (10% higher) and that the farebox revenue would be at the system wide average: operating expense per passenger trip = \$7.28, and revenue per trip = \$3.20. The capital cost was amortized over 20 years with an 8% discount rate.



EXTENSION OF THE ROUTE 66 TRACKLESS TROLLEY

Definition:

This TCM would extend the Route 66 trackless trolley from its current terminus at Frankford Avenue and the City line to Franklin Mills Mall.

Travel and Emissions Analysis:

This TCM was evaluated using the same basic procedure as outlined for TCM 6, with primary travel impacts estimated by DVRPC through modification of the transit network and application of the regional mode choice model.

Ridership and mode shifts were estimated by DVRPC using the regional mode choice model, and the results taken through a new regional assignment. Assignment results were then sent to COMSIS for emissions calculation with PPAQ.

Cost Methodology:

This measure extends the Route 66 trackless trolley two miles from its current terminus at Frankford Avenue and the City Line to Franklin Mills Mall. The methodology assumed that the electric power for the trackless trolley requires a capital investment of \$12.5 million, which is amortized over 20 years at an 8% discount rate. There would be sufficient surplus vehicles to operate the service extension. Systemwide averages were assumed: Operating cost per passenger = \$0.77, revenue per passenger = \$0.34 per passenger (or 4.4% average recovery rate).



8

IMPROVEMENTS TO EXPRESS SERVICE ON REGIONAL RAIL LINES**Definition:**

This TCM would attempt to increase transit utilization on regional rail lines through the improvement of express service.

This TCM would affect the following lines with the indicated service improvements:

R3 (West Trenton):

5% reduction in peak period run time
25% reduction in peak period headways

R5 (Paoli and Lansdale):

4% reduction in peak period run time
20% reduction in peak period headways

R7 (Trenton):

10% reduction in peak period run time
40% reduction in peak period headways

The assumptions for the R7 and R3 lines were based on numbers provided by the transit consultants working on the I-95 project. They provided a range of peak period run time and headway reductions that could occur if certain physical and operational improvements were made. The ranges were as follows:

R7: 5-10% reduction in average peak period run time
20-40% reduction in average peak period headway

R3: 3-5% reduction in average peak period run time
15-25% reduction in average peak period headway

The high end of the range was chosen by DVRPC for the analysis. Since no numbers were provided for the R5, the average of the ranges given for the R3 were used. More conservative numbers were used on the R5 because current service on this line is already very good. Where routes joined on common links, the lower travel time savings was used.

**Travel and Emissions Analysis:**

Analysis of travel and emissions impacts occurred as follows:

- DVRPC modified the appropriate transit links in the transit network.
- DVRPC calculated mode choice impacts through the regional mode choice model.
- The revised trip table was assigned to the regional 1996 no-build network.
- Revised assignments were sent to COMSIS for emissions estimation with PPAQ.

Cost Methodology:

The same approach was used as with TCM 6. Additional rail vehicles would be required; the capital cost per passenger = \$2.57, based upon the purchase of a \$2.5 million self-propelled electric car and a thirty year useful life at an 8% discount rate. Operating revenue is the system-wide average, 44% of operating expense.



9,10,11

SYSTEMWIDE FARE REDUCTIONS

Definition:

Level of fare is an important consideration in the decision to use transit over private vehicle. Reductions in current fare level are likely to increase ridership. This TCM looks at 10%, 20% and 50% reductions in fare compared to current levels on SEPTA.

Travel and Emissions Analysis:

This measure was defined as applying to the entire SEPTA system and all fare instruments. All transit fares were reduced by 10%, 20% and 50%, respectively, for transit path impedance calculation and mode choice calculation.

The regional mode choice model was rerun by DVRPC with these changes. Each pricing scenario was then run through a new assignment, followed by emissions estimation by COMSIS with PPAQ.

Cost Methodology:

This measure included three levels of systemwide fare reductions on all SEPTA fares. It was assumed that the travel methodology will produce a change in total transit passenger trips aggregated for all modes. Therefore, the cost methodology uses systemwide weighted average by passenger trips to calculate both capital and operating costs. The weighted average capital cost per unlinked passenger trip = \$0.64, and operating cost = \$2.00. The system weighted average calculations are based upon the 1991 Section 15 data for SEPTA.



12

IMPROVE SUBURBAN BUS SERVICE

Definition:

This TCM would improve service on existing bus routes in the suburban counties. These improvements would include hourly off-peak service, half-hour peak service, and transfers of no more than 10 minutes.

Specific bus routes targeted for service improvements are as follows:

- 91 - Norristown to Eagleville and Graterford
- 92 - West Chester to King of Prussia
- 93 - Norristown to Pottstown
- 94 - Chestnut Hill to Montgomery Mall
- 95 - Plymouth Meeting Mall to King of Prussia
- 96 - Norristown to Telford
- 97 - Penn Square to Spring Mill
- 99 - Norristown to Royersford
- 104 - 69th St. Terminal to West Chester
- 105 - 69th St. Terminal to Ardmore or Paoli
- 118 - Chester to King of Prussia
- 120 - 69th St. Terminal to Cheyney University
- 124 - Philadelphia to King of Prussia and Chesterbrook
- 125 - Philadelphia to King of Prussia and Valley Forge National Park
- 127 - Pennel or Oxford Valley Mall to Morrisville
- 128 - Oxford Valley Mall to Bucks County Office Center
- 129 - Oxford Valley Mall to Morrell Park
- 130 - Neshaminy Mall to Oxford Valley Mall

The following assumptions were made as to the level of service improvements on these routes:

- 30-minute peak period headways
- Transfers of no more than 10 minutes
- No increase in travel speed (run times).

Travel and Emissions Analysis:

These service adjustments were evaluated using the same general process as with the other transit TCMs:



- DVRPC modified the appropriate transit links in the transit network.
- DVRPC calculated mode choice impacts through the regional mode choice model.
- Revised trip tables were assigned to the regional 1996 no-build network.
- Revised assignments were sent to COMSIS for emissions estimation with PPAQ.

Cost Methodology:

This measure would improve the existing suburban bus routes by adding off-peak and peak service. The capital cost per new passenger trip = \$0.19, and the operating cost per passenger trip = \$1.15. The revenue per new passenger trip was estimated to be \$0.51.



13

APPLICATION OF "TRANSIT-FIRST" PRINCIPLES TO SELECTED BUS AND LIGHT RAIL LINES IN PHILADELPHIA

Definition:

SEPTA has an extensive bus and light-rail system which services the City. Under this TCM, a "transit first" policy would be invoked which would give the vehicle priority when it operates in mixed traffic and are affected by signals and crossings, and thus reduce travel time for users and increase ridership demand for transit.

Transit First principles were applied to the following selected bus and light rail lines in Philadelphia:

Routes 9, 10, 48, 52 and 56

Transit First treatment was defined as consisting of physical as well as operational improvements, resulting in a 10% reduction in travel time on the designated routes.

Travel and Emissions Analysis:

Once the routes and specific service improvements were defined, the estimation of travel and emissions impacts was determined in the same general procedure as used for the other transit TCMs:

- DVRPC modified the appropriate transit links in the transit network.
- DVRPC calculated mode choice impacts through the regional mode choice model.
- Revised trip tables were assigned to the regional 1996 no-build network.
- Revised assignments were sent to COMSIS for emissions estimation with PPAQ.

Cost Methodology:

This measure includes the application of "Transit First" principles to light rail lines in Philadelphia. It is assumed that the capital costs of the "Transit First" principles are included in other TCM measures (TCM 2), except for catenary cost of \$880,000 amortized at 8% discount rate over 10 years. The additional capital cost associated with this measure was for additional LRV vehicles; the capital cost per new passenger trip = \$0.43. The operating cost per new passenger trip = \$1.06, and the associated revenue = \$0.47.



14

REUSE OF SURPLUS LIGHT RAIL VEHICLES (LRVs) AND TRACKLESS TROLLEYS ON BUS ROUTES IN PHILADELPHIA**Definition:**

SEPTA is re-equipping 5 of its light rail routes with new vehicles. Some of the old vehicles from these routes will then be used to convert 3 bus routes back to light rail. After this conversion, there will still be about 41 surplus LRVs. In addition, SEPTA has about 50 trackless trolleys surplus to the needs of its existing trackless trolley routes. Assuming that all of these surplus vehicles could be put to use on existing bus routes in a relatively short time frame, two types of benefits could be realized: (1) air quality improvements resulting from the switch to electric power, and (2) ridership increases resulting from the change of mode.

Travel and Emissions Analysis:

This TCM was evaluated with Sketch Planning methods because no known national data of such a switch was available.

According to 1991 Section 15 data, both LRVs and trolleys have a greater average passenger count per revenue hour than buses, which could be attributed to the following:

- larger capacity of these vehicles;
- longer headways between these vehicles; and
- these vehicle modes attract more riders.

Since trolleys and buses are assumed to use the same roadways in mixed traffic, there could be a slight loss in ridership if trolleys were substituted for buses. However, this reduction would be offset by the factors given above. Also, transit generated emissions would be reduced.

Assuming LRVs are more desirable than buses, an increase in ridership is possible as long as there are no required bus-to-rail transfers, and the "Transit First" principles are implemented to increase the running speeds of the LRVs.

The impacts were calculated as follows:

Assume a 10-mile route and a speed of 10.3 mph

Assume a bus headway of 10 minutes and an LRV headway of 15 minutes

Each vehicle takes 58.2 minutes (rounded to 60 minutes) per run



6 buses or 4 LRVs will be required to serve:

Passengers per bus, peak direction in 1 hour: 52.2
Passengers per LRV, peak direction in 1 hour: 83.8

Total Pas/Hr = 315.11
Total Pas/Hr = 335.34
Difference: 20.23
or 6.42 %

41 LRVs will replace 61.5 buses and carry 10,069,602 Annual Passengers OR 646,468 additional LRV passengers.

The impact of the reduction in emissions was calculated using the delta VMT method:

1,464,500 Annual VMT reduction

5,858 Daily VMT reduction

Cost Methodology:

This measure reuses surplus LRVs and trolleys on bus routes in Philadelphia. Cost methodology is similar to TCM 13, except that there is no additional capital costs for rolling stock, since there are surplus vehicles currently available.



15

IMPROVE CITY TRANSIT DIVISION SERVICE**Definition:**

The purpose of this TCM is to attract more people to transit service in the City by providing more frequent service. Specifically, this TCM would reduce all day headways on City Transit Division routes by 10% in order to replicate service levels of five years ago. A 10% reduction in headways was arrived at by comparing numbers from the 1991-92 Pennsylvania Mass Transit Statistical Report with the 1987-88 version.

Travel and Emissions Analysis:

DVRPC edited transit line cards of CTD routes to ultimately reflect a 10% reduction in all day headways. Travel and emissions results were then estimated through the same general process:

- DVRPC modified the appropriate transit links in the transit network.
- DVRPC calculated mode choice impacts through the regional mode choice model.
- Revised trip tables were assigned to the regional 1996 no-build network.
- Revised assignments were sent to COMSIS for emissions estimation with PPAQ.

Cost Methodology:

This measure reduced headways for the entire day on City Transit Division routes in an attempt to attract additional riders. The cost methodology is similar to that used in TCM 12, except that the capital cost for new transit vehicles was calculated using only the increase in transit for work trips, since there are sufficient off-peak surplus vehicle available.



16

PHILADELPHIA TO HARRISBURG RAIL SERVICE IMPROVEMENTS**Definition:**

The purpose of this TCM is to increase transit utilization in the Philadelphia to Harrisburg rail corridor by offering more frequent service and increasing travel speeds.

The improvements to existing service to be analyzed were developed in the 1992 Philadelphia - Harrisburg Rail Study prepared for PennDOT by DVRPC. This report recommends a series of track improvements that would reduce travel times by 5 to 6 minutes. In addition, three future service scenarios are developed:

- (1) continue existing service,
- (2) moderate enhancement, and
- (3) high enhancement.

As a TCM, the "moderate enhancement" scenario was used. Under this scenario, service would include 10 round trips on weekdays and 7 round trips on weekends and holidays. The ridership projections and cost estimates in this 1992 report were also to be used as the source for the TCM impact estimates.

The report assumed that commuters living in Chester County and east will use the SEPTA rail service, since it is cheaper than existing AMTRAK service. Therefore, the new weekday trips are all "external" to the DVRPC region, originating in Lancaster County and traveling to downtown Philadelphia. The change in mode of travel is assumed to be from auto (at 1.25 occupancy) to intercity rail.

The estimated increase in ridership resulting from Scenario 2 vs. Scenario 1 (existing conditions) is as follows:

Philadelphia commuter	22,353 ann. pass.
Philadelphia discretionary	67,893 ann. pass.
Total	90,246 ann. pass.
Daily increase (250 days/yr)	360 pass
Round trips	180/day

It was assumed that a negligible number of Philadelphia residents would use the service to reverse



commute to Lancaster; it was further assumed that these Lancaster-to-Philadelphia commuters would reach their final destination by walking or public transit.

Travel and Emissions Analysis:

Impacts were estimated through a sketch planning technique, similar to that used for PennDOT CMAQ project evaluations:

- Assume Lancaster to Phila. trip length of 72 miles.

Portion of trip actually within DVRPC region = 49 miles

Chester County:	29 miles
Montgomery County:	15 miles
Philadelphia County:	5 miles

- Calculate change in VMT, assuming each transit trip drawn from private vehicle at 1.25 occupancy.
- Use emissions factors with delta VMT to calculate change in emissions by county.

Cost Methodology:

This measure adds rail passenger service from Harrisburg to Philadelphia as depicted in Scenario II from the 1992 DVRPC study. The capital costs are \$76.9 million, which is \$7.8 million annually. Per new passenger trip, the annual cost computations were: capital cost = \$49.83, operating cost = \$25.03, revenue = \$8.82.



17

IMPLEMENTATION OF PENNSYLVANIA EMPLOYER TRIP REDUCTION PROGRAM**Definition:**

Because the Philadelphia region is a Severe Ozone Non-Attainment Area, it will be obliged to implement mandatory ETR programs in its SIP. These programs require that regional employers of 100 or more institute measures that increase Average Vehicle Occupancy by 25% over background levels.

In its preliminary steps to implement the ETR requirement of the Clean Air Act, DVRPC defined a system of 4 AVO zones which correspond to different geographies and travel conditions in the Pennsylvania portion of the region. A different AVO target was developed for each of these four zones. These are described below along with the associated trip reduction requirement that affected employers will have to attain with their programs.

AVO Zone 1: Philadelphia Central Business District

This area is characterized by high density employment and extensive existing transit service and utilization.

Current AVO: 2.85

Target AVO: 3.00

Implied AVO Improvement: 5%

Implied Vehicle Trip Reduction: 5%

AVO Zone 2: Urban Ring

This is the area surrounding the CBD. It is also of relatively high density, includes manufacturing and warehouse activity, and still enjoys good transit service and utilization.

Current AVO: 1.54

Target AVO: 1.75

Implied AVO Improvement: 14%

Implied Vehicle Trip Reduction: 12%

AVO Zone 3: Suburban Ring

This area includes NE and NW Philadelphia, the older built-out suburban municipalities, and inner portions of Chester, Montgomery and Bucks Counties. This consists of moderate density development in stable, built-out neighborhoods, major office parks and areas of generally good transit service.



Current AVO: 1.21
Target AVO: 1.58
Implied AVO Improvement: 31%
Implied Vehicle Trip Reduction: 23.4%

AVO Zone 4: Rural Ring

This is the remaining outer portion of the region, comprised of most of Bucks and Chester Counties and the western half of Montgomery County. This area is characterized as low density development, rapid and scattered growth, and generally limited transit service.

Current AVO: 1.15
Target AVO: 1.50
Implied AVO Improvement: 30%
Implied Vehicle Trip Reduction: 23.3%

Travel and Emissions Analysis:

The impact of the mandatory ETR program on travel and emissions was estimated through the following methodological steps and assumptions:

- It was assumed that all employers of 100 or more would implement program measures necessary to hit their full trip reduction targets by 1996. *In reality, state regulations governing implementation of ETR provide for phased attainment of goals; specifically, by 1996, employers of 1000 are only expected to reach 80% of their goal and employers under 1000 are expected to reach only 50% of their goal (full compliance by November 1997).*
- Partial trip tables were developed for each of the four AVO zones, depicting home-based work travel from all regional origins (including New Jersey) to the designated AVO zone.
- Using DVRPC data, it was determined that only 79.4% of regional employees arrive at the work site between 6 to 10 a.m. These are the only trips impacted by ETR.
- Also using DVRPC data, it was determined that the percentage of employers with 100 or more employees was different in each AVO zone:

AVO Zone 1: 67.2% over 100
AVO Zone 2: 53.8% over 100
AVO Zone 3: 45.9% over 100
AVO Zone 4: 39.7% over 100

- New vehicle trip reduction ceilings were established for each AVO zone using the nominal trip reduction targets calculated above and the two assumptions related to peak period employees
-



(79.4%) and percentage of employers over 100:

Revised Trip Base = Daily HBW Veh. Tr. x % 6-10 a.m. x % >100

Target Trip Reduction = Rev. Base x Nominal % Trip Red.

Revised Net V.T. = Base - Target Trip Red.

Zone 1: $111,594 \times 79.4\% \times 67.2\% = 61,677$ base

Target Reduction = $61,677 \times 5\% = 3,084$ v.t.

Vehicle Trip Ceiling = $111,594 - 3,084 = 108,510$

Zone 2: $324,236 \times 79.4\% \times 53.8\% = 138,505$ base

Target Reduction = $138,505 \times 12\% = 16,621$ v.t.

Vehicle Trip Ceiling = $324,326 - 16,621 = 307,615$

Zone 3: $1,330,532 \times 79.4\% \times 45.9\% = 484,907$ base

Target Reduction = $484,907 \times 23\% = 112,983$ v.t.

Vehicle Trip Ceiling = $1,330,532 - 112,983 = 1,217,549$

Zone 4: $416,973 \times 79.4\% \times 39.7\% = 131,437$ base

Target Reduction = $131,437 \times 23\% = 30,624$ v.t.

Vehicle Trip Ceiling = $416,973 - 30,624 = 386,348$

- The TDM Model was run by COMSIS on each AVO zone situation to identify a TDM program package that, if implemented by employers of 100 +, would achieve the respective trip reduction goal. Efforts were made to make these programs (developed through trial and error) as consistent as possible across situations, and as little dependent on pricing measures as possible. The selected programs are summarized in Table 3.
- Scenarios containing these designated TDM programs were used to develop revised trip tables in the TDM model, separately for each AVO zone. Individual zonal tables were then collapsed into a revised total trip table for the Pennsylvania portion of the region.
- The revised HBW trip tables were merged with total trips and sent to DVRPC for assignment on the 1996 no-build network. The new assignment was then furnished to COMSIS for emissions estimation with PPAQ.



Table 3
Employer Trip Reduction Program Targets and Elements

AVO Zone	Employer Size	Trip Reduction	*Support Programs			Tele-commuting	Transit Subsidy	Vanpool Subsidy	SOV Parking Charge
			Transit	Carpool	Vanpool				
1	100+	5%	L4(1)				\$0		
2	100+	12%	L4(1)	L2(0)		Yes	\$60		
3	100+	23%	L4(0)	L4(0)	L2(0)	Yes	\$60	\$60	\$60
4	100+	23%	L4(0)	L4(0)	L2(0)	Yes	\$60	\$60	\$60

* The Support Programs columns should be interpreted as follows: The transit support for employers in AVO Zone 1 is currently at Level 1 and will increase to Level 4. The different levels of effort are described in detail below.

CARPOOL SUPPORT LEVELS

The values of 1 to 4 represent the level of effort the employer will put into a carpooling program.

- Level 1: Carpool information activities (tied in with areawide matching), and a 1/4 time transportation coordinator.
- Level 2: In-house carpool matching services and/or personalized carpool candidate get-togethers (including information activities), and a 1/4 time transportation coordinator.
- Level 3: In-house carpool matching and information services, plus preferential (reserved, inside, and/or especially convenient) parking for carpools, a policy of flexible work schedules to accommodate carpools, and a 1/2 time transportation coordinator.
- Level 4: In-house carpool matching and information services, plus preferential parking for carpools, flexible schedules, guaranteed ride home, and a full-time transportation coordinator.



VANPOOL SUPPORT LEVELS

The values of 1 to 4 represent the level of effort the employer will put into a vanpool program.

- Level 1: Vanpool information activities (tied in with areawide vanpool matching and/or third-party vanpool programs), plus a 1/4 time transportation coordinator.
- Level 2: In-house vanpool matching services, and/or personalized vanpool candidate get-togethers, and non-monetary vanpool development, plus 1/4 time transportation coordinator and a policy of flexible work schedules.
- Level 3: In-house vanpool matching services, vanpool development and operating assistance including financial assistance such as vanpool purchase loan guarantees, consolidated purchase of insurance, and start-up subsidy (generally at least two forms of such financial assistance), and additional incentives such as van washing and preferential (reserved, inside, and/or especially convenient) parking for vanpools, plus a 1/2 time transportation coordinator.
- Level 4: In-house vanpool matching services, vanpool development and operating assistance including major financial assistance such as employer purchase of vans with favorable leaseback (or alternative continuing subsidy to keep vanpool fares low) in addition to start-up subsidy, several additional incentives such as van washing, preferential parking for vanpools and guaranteed ride home, and a full-time transportation coordinator, and/or personalized vanpool candidate get-togethers.

TRANSIT SUPPORT LEVELS

The values of 1 to 4 represent the level of effort the employer will put into a transit program.

- Level 1: Transit information center plus 1/4 time transportation coordinator.
 - Level 2: Transit information center and a policy of work hours flexibility to accommodate transit schedules/delays, plus 1/4 time transportation coordinator.
 - Level 3: Transit information center and a policy of work hours flexibility, on-site bus pass sales, plus a 1/2 time transportation coordinator.
 - Level 4: Transit information center and a policy of work hours flexibility, on-site bus pass sales, guaranteed ride home, and a full-time transportation coordinator.
-

**Cost Methodology:**

This measure is the full mandatory implementation of the employer trip reduction program. The public cost of administering the program was estimated by a 1992 Ernst & Young Study of Regulation XV to be \$2300 per plan. The other portion of the public costs was in the provision of additional transit service. The transit cost methodology for the additional transit service was outlined in the description for TCMs 9, 10, and 11. One of the ETRP components is the administering of transit passes sold at various discounts. The public has a cost to administer this program. This annual cost was assumed to be 10% of the value of the transit pass subsidy (\$2,611,239).

The private cost was \$105 per employee for all employers with over 100 employees (\$79,472,505), plus the transit subsidy based upon the AVO zone subsidy levels (\$26,112,394), and the telecommute cost of \$350 per employee which telecommutes (\$5,354,780). Private revenue of \$184,046,340 was calculated by multiplying \$3 per day for each single occupant vehicle employee car parked for employees working in firms with over 100 employees.



18

COMPREHENSIVE REGIONAL RIDESHARING PROGRAM**Definition:**

This TCM encompasses a full range of institutional aids and support actions to encourage interest in ridesharing. These incentives include improved regional rideshare matching capabilities, guaranteed ride home, and satellite stations at TMAs, large employers and office parks.

An effort was made to define the application of this measure such that its impacts would be in addition to those attributable to ridesharing as a part of TCM 17 (ETRP). Thus, the travel and emissions impacts of TCMs 17 and 18 should be roughly additive.

It is assumed that a publicly-based Regional Rideshare program would be effective in the following manner:

- While employers over 100 under mandatory ETR will implement their own rideshare support programs, it is assumed that the Regional Rideshare program might fairly be credited with *half* of the rideshare mode shift and transit mode shift *associated with "employer support" strategies* under ETRP as captured in the TDM Model.
- All other employees -- those in (1) firms under 100, (2) in AVO zones where employer rideshare or transit "support" was not applied under ETR, or (3) employees in firms over 100 that were not part of the 6-10 a.m. target population -- would be assumed to receive nominal rideshare/transit support.

Travel and Emissions Analysis:

The travel and emissions impacts of this TCM were evaluated using the TDM and PPAQ Models through the following steps:

- Carpool, Vanpool and Transit support were set at Level 2 in the TDM model for all 4 AVO zones. This approximates a reasonable level of information, promotion, and encouragement such as might be derived from a regional program as is proposed by DVRPC.
 - To account for impacts due to employer support of ridesharing and transit already applied under ETRP (to avoid double counting of benefits with TCM 17), the TDM model was then run at Level 2 Carpool, Vanpool and Transit support just for the ETR-affected sample, and these vehicle trip reductions (transit trip increases) were then netted out of the simulation above.
 - The revised trip tables resulting from the above analysis were merged with the rest of regional
-



trip table and transmitted to DVRPC for assignment to 1996 no-build network, which was then returned to COMSIS for estimation of emissions using the PPAQ model.

Cost Methodology:

This measure encompasses a full range of actions to encourage interest in ridesharing including improved regional rideshare matching capabilities, guaranteed ride home, satellite stations at TMAs, large employers and office parks. The public costs were provided by DVRPC to administer this program, estimated to be \$750,000 annually. The private cost was calculated as \$1.00 per employee, or \$853,505, which represents only a nominal cost to the private sector and should cover the program outlined above.



19

AVAILABILITY AND PROMOTION OF TRANSITCHEK**Definition:**

TransitChek is a mechanism through which employers can subsidize employee's use of transit. The employer purchases check-like instruments from the transit provider which may then be used by the employee for up to a certain dollar value of transit service per month. Thanks to the Federal Energy Bill of 1992, previous caps on employer subsidy of \$21 per month were raised to \$60, which can be used by employers as an important tax-exempt fringe benefit for employees.

An effort was made to define the application of this measure such that its impacts would be in addition to those attributable to the transit subsidy as a part of TCM 17 (ETRP). Thus, the travel and emissions impacts of TCMs 17 and 19 should be roughly additive.

Travel and Emissions Analysis:

The following assumptions were made in estimating the likely impact of this measure on travel and emissions:

- It was assumed that the average employer transit subsidy under this TCM would be \$25 per month (this works out to \$1.15 per day, x .58 (1980 to 1993 time deflation factor) = \$.67 per day).
- Since AVO zones 2, 3 and 4 all had ETR programs which featured Transit Subsidies of at least \$25 (actually \$60/mo.) to 79.4% of all employees in employers of 100 +, it was assumed that only the remaining 21% of employees would receive the \$25 subsidy amount.
- For employers with fewer than 100 employees in all AVO zones, it was assumed that a \$25 monthly transit subsidy would be available to 50% of all such employees.
- In AVO zone 1, where there was no ETRP transit subsidy, it was assumed that 50% of all employees with employers of 100+ would also get the \$25 subsidy.

The impacts of the above conditions on travel were calculated using the TDM Model. A revised trip table was produced which was merged with total travel and then transmitted to DVRPC for assignment to the 1996 no-build network. Assignment results were then returned to COMSIS where emissions effects were estimated using the PPAQ model.

**Cost Methodology:**

This measure promotes the transit subsidy equal to the ETRP program. This TCM is only for all other employees not covered by the ETRP. The public cost of providing additional transit service is similar to TCMs 9, 10, and 11. The administration cost of the TransitChek program was estimated to be 10% of the value of issued TransitCheks. The private cost has two parts: the first was the proportional cost of the \$105 per employee in the ETRP, TCM 17, which is 17.2% or \$18 per employee for administration, and second the direct employer subsidy, which was calculated at \$616 per participating employee.



20

TELECOMMUTING**Definition:**

This measure assumes that Pennsylvania employers will make liberal use of telecommuting among their employees, wherein the employee could work at home using modern telecommunications hookup and avoid a physical trip to the central workplace on one or more days per week.

An effort was made to define the application of this measure such that its impacts would be in addition to those attributable to telecommuting as a part of TCM 17 (ETRP). Thus, the travel and emissions impacts of TCMs 17 and 20 should be roughly additive.

Travel and Emissions Analysis:

A two-part analysis was used to estimate the impacts of a regional telecommuting initiative:

(1) Potential for Telecommuting in Regional Employment Base

Regional employment (Pennsylvania sector) was distributed by SIC code. Based on national telecommuting studies and application of judgement, an assessment was made of the potential of each SIC group to support telecommuting. This assessment, which is detailed in Table 4, suggests the percentage of employers in the SIC group who "could" implement telecommute based on the characteristics of their activities and the reasonableness of conducting their functions through employees who are not on-site, even for a portion of a week.

The following is a summary of the degree to which particular SIC groups could support Telecommuting (shows percent of employment situations in the stated group, who *could allow their employees to telecommute*):

- 100%: Trade Associations (SIC 86), Engineering and Mgt. Consult. Svcs. (87), Misc Services (89); this is 4.9% of regional base.
 - 50%: Government (SIC 90); this is 12% of regional base.
 - 25%: Finance/Investment/Real Estate (SIC 60-67), Business Services (73); this is 13.5% of the regional base.
 - 10%: Health Services (80), Legal Services (81), Educational Services (82); this is 14% of the regional base.
-



None: All manufacturing, industrial and trade (SICs 01 through 59); Hotels (70); Personnel Services (72); Auto Repair (75); Movies and Amusements (78-79); Social Services (83); and Museums/Gardens (84). This non-eligible group comprises 55.6% of the regional base.

Thus, the effective potential base for telecommuting covers 15.6% of the regional employment base.

(2) Estimate Travel Changes Resulting from Telecommuting

The COMSIS TDM Model was used to translate this eligibility to actual travel changes. Drawing upon a synthesis of national experience as reported in a 1992 study by Daniel Rathbone: *Telecommuting in the United States* (ITE Journal, Dec. 1992), the following relationships were assumed:

If telecommute is offered by an employer, 32% will actually do so.

Of those who telecommute, the average number of days per week that the employee telecommutes is 1.8 days.

The TDM model was calibrated to include these rates. To ensure that the regional telecommute program would be independent of telecommute measures included under ETRP (TCM 17), the following additional steps were then taken:

In AVO zone 1, where no telecommuting measures were applied under ETRP, telecommuting was assumed to be offered to all eligible employees (as defined by SIC code above) regardless of size (over or under 100).

In AVO zones 2 through 4, where telecommute was assumed for employers of 100+, telecommuting was assumed to apply to all eligible employees in firms under 100, and to only 21% (100% less 79.4%) of those in firms of 100+.

The TDM model was run on the HBW trip table with the assumptions regarding telecommuting as delineated above. The resulting revised trip table was merged with total regional travel and sent to DVRPC for assignment to the 1996 no-build network. The assignment was then returned to COMSIS for estimation of emissions using the PPAQ model.

Cost Methodology:

There was no public cost of this program, except for the public sector as an employer participating in the telecommute program. It was assumed that there is a \$350 private cost per telecommute employee, based upon a Federal Highway Administration study for purchase of computer equipment and accessories.



Table 4
Telecommuting Potential

SIC Code	Description	DVRPC-PA 1990 Employment	Overall Percent	Tele- commute Potential	Tele- commute % Eligible	Potential # of Tele- commuters
01-09	Agriculture	24,671	1.3	None	0.0	0
10-14	Mining	2,014	0.1	None	0.0	0
15-17	Construction	96,123	4.9	None	0.0	0
20-39	Manufacturing	278,800	14.2	None	0.0	0
40-49	Transportation	80,426	4.1	None	0.0	0
50-51	Wholesale Trade	111,695	5.7	None	0.0	0
52-59	Retail Trade	326,771	16.6	None	0.0	0
60-67	FIRE	164,600	8.4	25%	2.1	41,150
70	Hotels/Lodging	12,220	0.6	None	0.0	0
72	Prsnl. Services	18,077	0.9	None	0.0	0
73	Business Services	100,085	5.1	25%	1.3	25,021
75	Auto Repair	14,978	0.8	None	0.0	0
78	Movies	5,388	0.3	None	0.0	0
79	Amusements/Recreation	13,492	0.7	None	0.0	0
80	Health Services	188,071	9.6	10%	1.0	18,807
81	Legal Services	24,451	1.2	10%	0.1	2,445
82	Educ. Services	63,067	3.2	10%	0.3	6,307
83	Social Services	41,299	2.1	None	0.0	0
84	Musms./Gdn.	1,500	0.1	None	0.0	0
86	Mbrs. Trd. A.	33,123	1.7	100%	1.7	33,123
87	Engr. Mgt. Sv.	59,633	3.0	100%	3.0	59,633
89	Misc. Services	3,629	0.2	100%	0.2	3,629
90	*Govt. - All	235,473	12.0	50%	6.0	117,737
	*TOTALS	1,899,584	96.5		15.6	307,851
	*Ttl. Emp. (PA)	1,967,884				16.2% of TOTALS
	Office Ttl. Only	979,084				31.4% of Office Ttl.

*Govt.- All = Excludes Military

*TOTALS = Excludes Railroad Employees and Self-employed Persons

*Ttl. Emp. = Includes Railroad Employees and Self-employed Persons

